

AMENDMENTS TO THE CLAIMS

The following listing of claims will replace all prior versions and listings of claims in the application.

LISTING OF CLAIMS

1. A method for controlling acceleration behavior of a vehicle comprising:
 - determining a pedal voltage;
 - filtering the pedal voltage at a predetermined filter rate (alpha), the predetermined filter rate being a function of an engine speed and a vehicle speed;
 - determining the difference between the pedal voltage and the filtered pedal voltage;
 - [[determining a rate of change of a pedal position]]
 - selecting a performance mode based on the difference, [[rate of change,]] wherein the performance mode is indicative of performance characteristics of an engine;
 - determining an acceleration condition; and
 - controlling acceleration according to the performance mode and the acceleration condition.

2. (original) The method of claim 1 wherein determining the acceleration condition includes determining the acceleration condition according to at least one of turbine speed, engine speed, vehicle speed, engine acceleration, vehicle acceleration, and pedal movement.

3. (original) The method of claim 1 wherein the performance characteristics include transmission ratio and power request damping.

4. (original) The method of claim 1 wherein controlling the acceleration includes adjusting acceleration according to the performance mode if the acceleration condition is a first value.

5. (original) The method of claim 4 further comprising selecting a default performance mode if the acceleration condition is a second value.

6. (original) The method of claim 4 further comprising maintaining the performance mode for a first period if the acceleration condition is the first value.

7-10. (cancelled)

11. (currently amended) An electronic throttle controller comprising:

a first module receiving a pedal voltage signal and filtering said pedal voltage signal at a predetermined filter rate (alpha) dependent upon an engine speed and a vehicle speed, and using said pedal voltage and filtered pedal voltage to determine [[that determines]] a rate of change of a pedal position;

a second module that selects a performance mode according to the rate of change;

a third module that generates an acceleration signal, wherein the acceleration signal is indicative of a duration of acceleration; and

a controller that communicates with the second module and the third module and controls acceleration according to the performance mode and the acceleration signal.

12-13. (cancelled)

14. (original) The electronic throttle controller according to claim 11 wherein the acceleration signal is a first value if a vehicle speed, an engine speed, and the pedal position are constant.

15. (original) The electronic throttle controller according to claim 14 wherein the acceleration signal is a second value if at least one of the vehicle speed, the engine speed, and the pedal position are not constant.

16. (original) The electronic throttle controller according to claim 15 wherein the controller adjusts the acceleration according to the performance mode if the acceleration signal is the second value.

17. (original) The electronic throttle controller according to claim 11 wherein controlling the acceleration includes at least one of adjusting a transmission ratio and damping a power request.

18. (currently amended) An electronic throttle controller comprising:

- a sensor that determines a pedal voltage;
- a filter that filters the pedal voltage to generate a filtered pedal voltage, said filter having a predetermined filter rate (alpha) dependent upon an engine speed and a vehicle speed;
- a comparator that compares the pedal voltage to the filtered pedal voltage;
- a controller that communicates with the comparator and selects a performance mode if a rate of change of the pedal voltage exceeds a rate of change of the filtered pedal voltage by a threshold.